BookletChart™

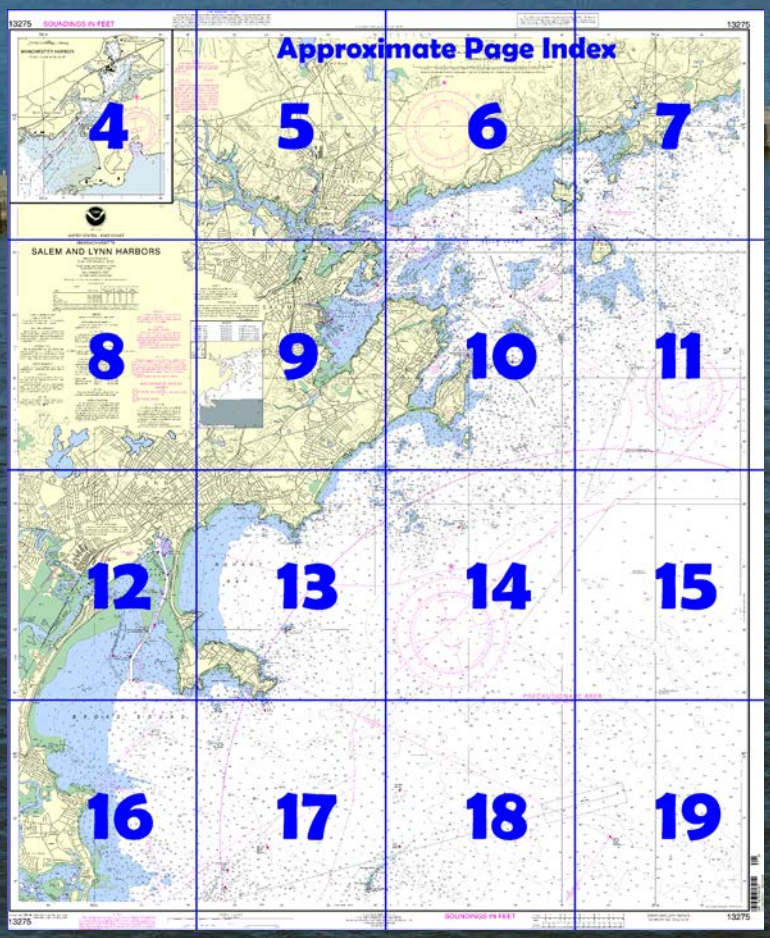
Salem and Lynn Harbors

NOAA Chart 13275

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13275.

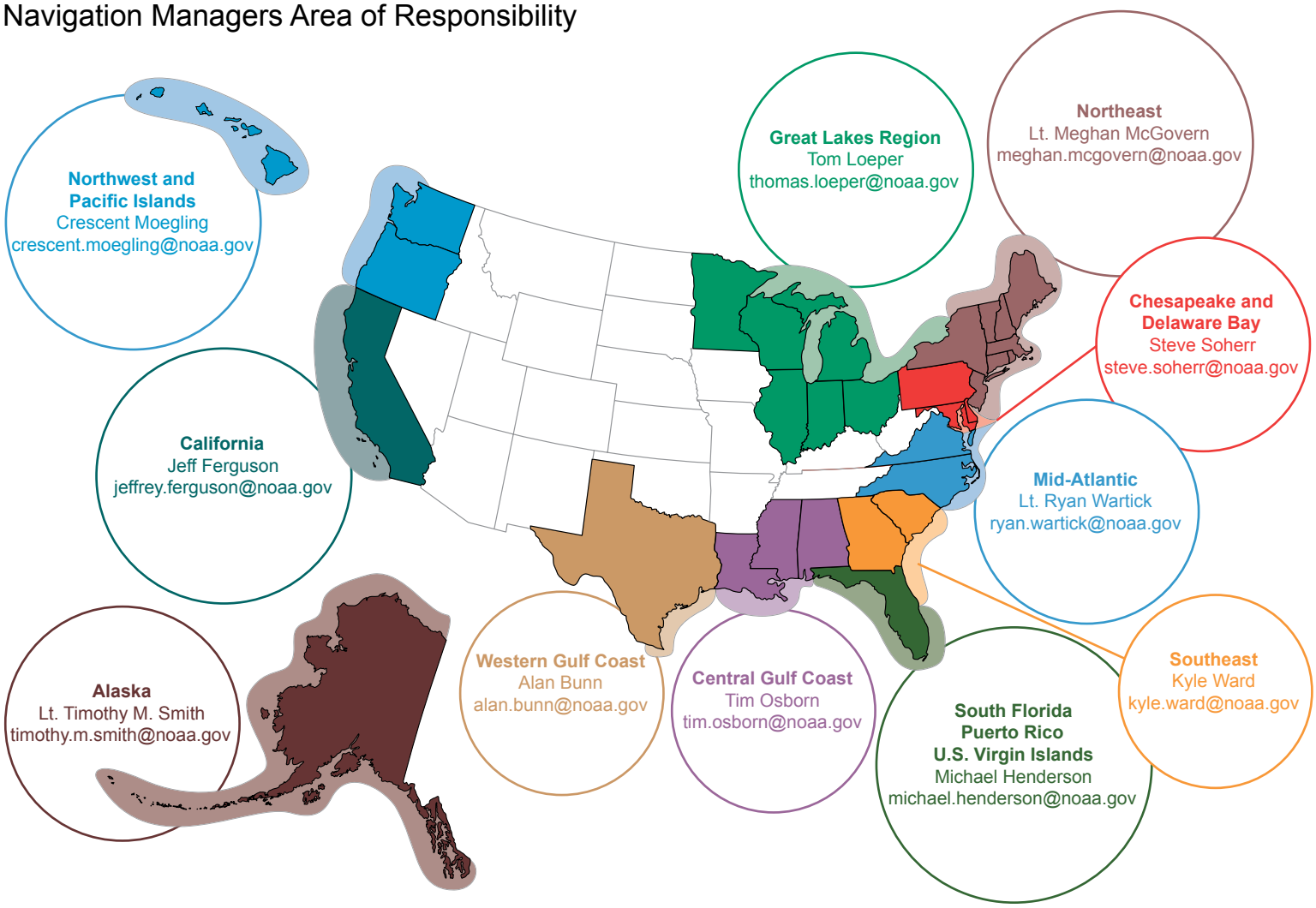
(Selected Excerpts from Coast Pilot)
Off the shore eastward of Manchester Harbor entrance, between Gloucester entrance and House Island, are many islands, rocks, and ledges extending about 0.8 mile offshore. The farthest outlying ones, named in order from eastward are **Great Egg Rock,** 34 feet high and bare; **Paddock Rock,** covered 13 feet; **Boohoo Ledge,** covered 1 foot; **Salt Rock,** showing at high water; **Pickett Ledge,** part of which uncovers 3 feet; **Gales Ledge,** covered 5 feet; a ledge, covered 17 feet and marked by a buoy, about 350 yards south of Gales Ledge; and **Pilgrim Ledge,** covered 18 feet.

Manchester Harbor, about 5 miles west-southwest of Gloucester Harbor, is an arm of **Manchester Bay** extending in a northeasterly direction for 1 mile west of Gales Point to the town of **Manchester.** The entrance to Manchester Bay is northward of Bakers Island Light, between **House Island,** partly wooded, on the east, and **Great Misery Island** on the west. The ruins of two stone houses, one in the center and another on the west end, are on Great Misery Island.
Manchester Harbor is principally a yachting center, with only a small amount of local commercial fishing. The harbor above **Proctor Point** is practically landlocked and secure in all weather.
Anchorages.–By local regulations, vessels over 45 feet in length must anchor in Manchester Bay. The anchorage is northward of a line between Great Misery and House Islands as far as Manchester Channel Buoy 5. Those desiring to anchor only overnight, or from head winds, may find fair holding ground and good shelter except in southerly gales. (68) The anchorage basins in Manchester Harbor are restricted to craft not over 45 feet in length. This regulation is strictly enforced.
Dangers.–There is a bad ledge locally known as **Bow Bell,** with a rock awash on it, on the east side of the channel opposite the yacht club and public landing on Tucks Point, just above Proctor Point. A buoy marks the northwestern edge of the ledge. It is usually covered, and the only indication of it is a hole, or clear spot, amidst the craft in the vicinity. Care should be taken to avoid anchoring on the ledge.
Whaleback, a dangerous ledge in the entrance to Manchester Bay, is 400 yards long east and west, and 200 yards wide. Near the middle of its northern side is a rock awash at low water, marked by a daybeacon.
Sauli Rock, which uncovers 9 feet, is 300 to 400 yards eastward of the northeast end of Great Misery Island, and is marked by a daybeacon.
White Ledge, awash at low water, is 300 yards northwestward of House Island and is marked by a buoy on its west side. **Halftide Rocks,** which uncover, are 250 yards northward of White Ledge, and are marked by a buoy off the west side.
Chubb Islet, bare and rocky, is 300 yards from the north shore of Manchester Bay and should be given a berth of more than 200 yards.
Harbor regulations.–In addition to the local regulations restricting the size of craft using the anchorage basins in Manchester Harbor, a **speed limit** of 5 miles per hour is enforced within the harbor.
The **harbormaster** and deputies supervise the moorings and on application will usually find a vacant one for a visitor or advise where best to anchor. The yacht yards maintain guest moorings.
Salem Harbor, **Beverly Harbor**, and **Marblehead Harbor** form a large irregular indentation in the shore of Massachusetts Bay, 11 miles southwestward of Cape Ann and 12 miles northeastward of Boston Harbor entrance. Gales Point is the northern end and Marblehead Neck the southern point at the entrance to this large indentation, which includes within its limits the harbors of Manchester, Beverly, Salem, and Marblehead, the distance between the two points being 4 miles.
Bakers Island Light (42°32'11"N., 70°47'09"W.), 111 feet above the water, is shown from a white conical tower on the north end of Bakers Island; a sound signal is at the light. Many summer homes are on the island, and there is a ferry landing on the west side.
Marblehead Light (42°30'19"N., 70°50'01"W.), 130 feet above the water, is shown from a 105-foot brown square skeleton tower with black top on the northern extremity of **Marblehead Neck,** a high, rocky promontory connected with the mainland by a sandbar and causeway.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Navigation Managers Area of Responsibility

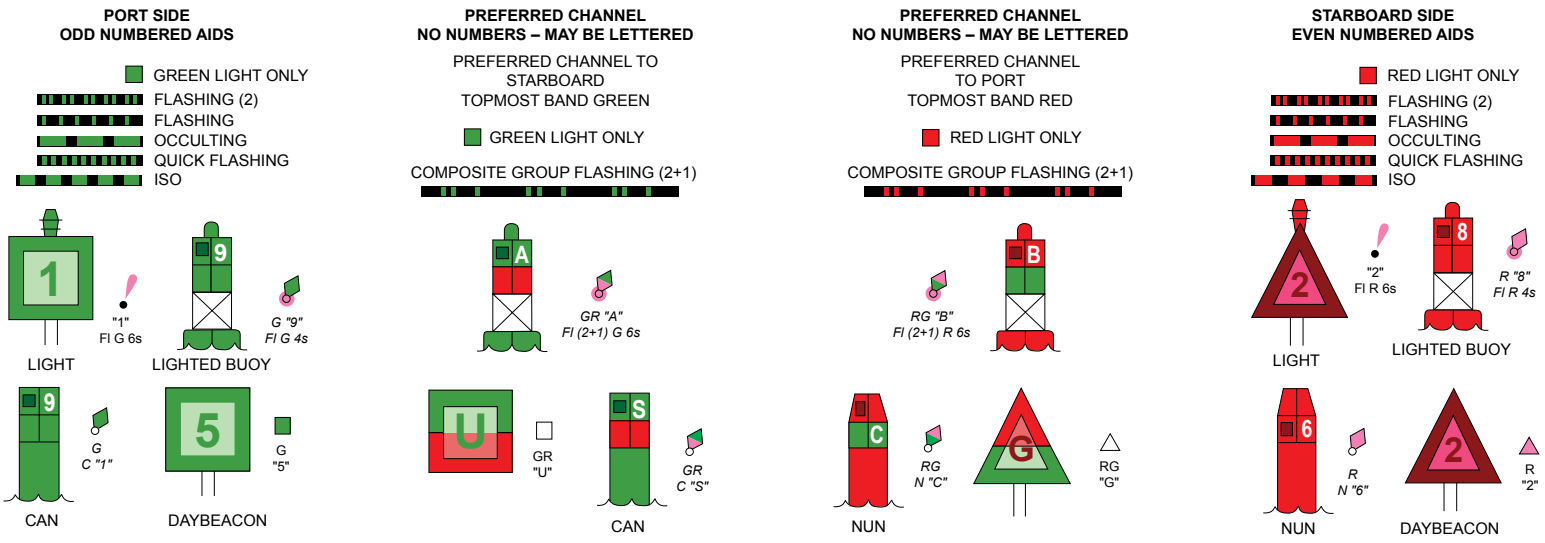


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

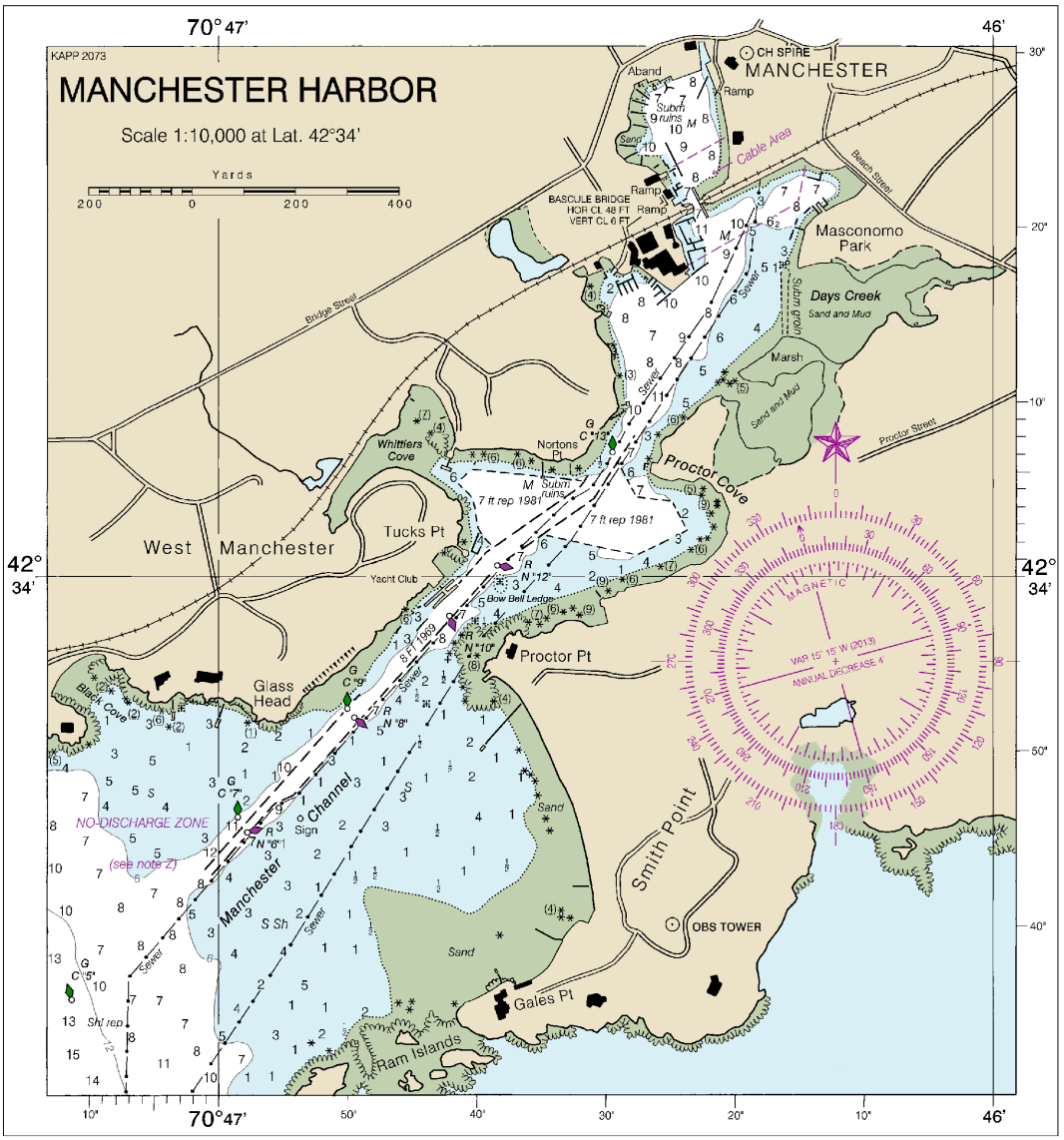
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

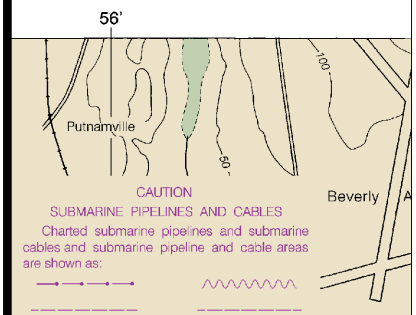
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*





CAUTION

SUBMARINE PIPELINES AND CABLES

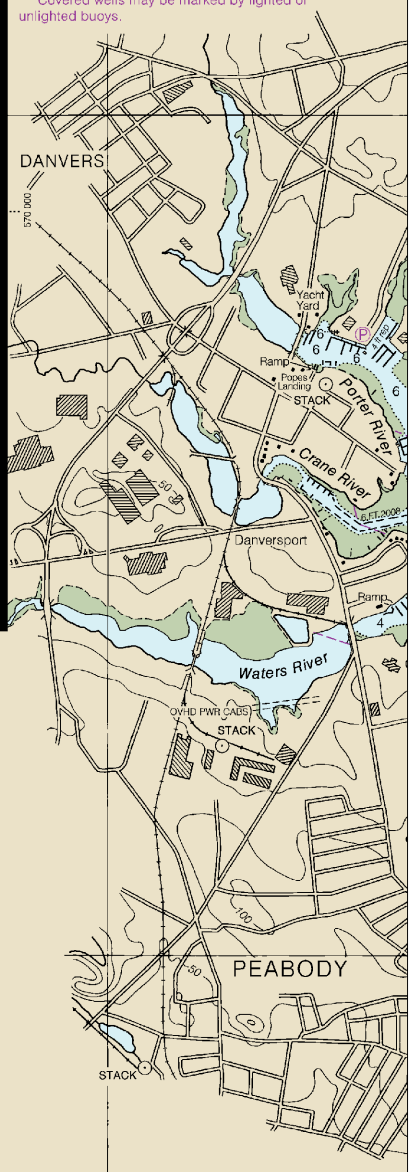
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

SALEM AND LYNN HARBORS

Mercator Projection
Scale 1:25,000 at Lat. 42°29'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

Joins page 8

CAUTION
BASCULE BRIDGE CLEARANCES

32'

Note: Chart grid lines are aligned with true north.

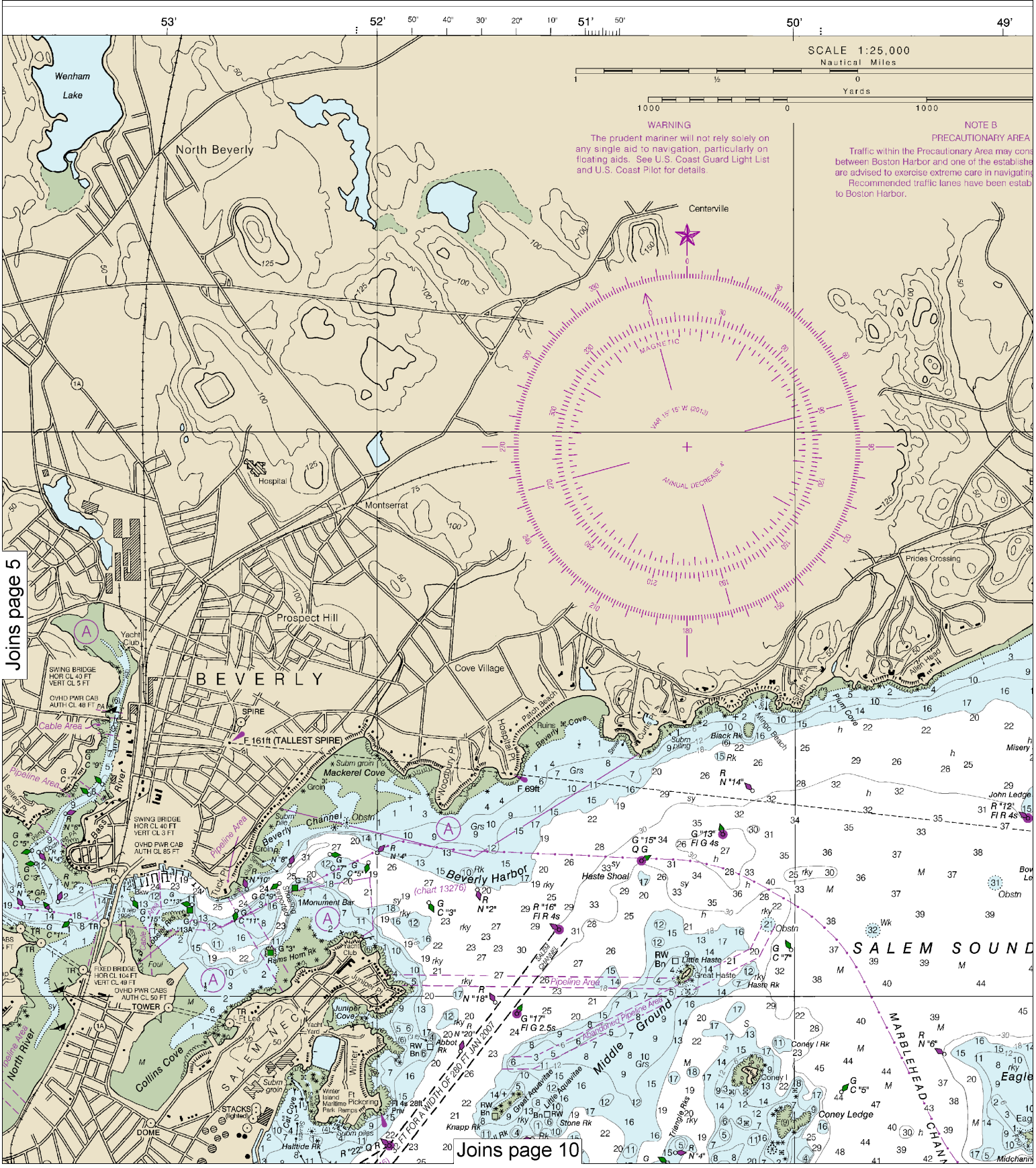
Printed at reduced scale. ~~SCALE 1:25,000~~

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000

See Note on page 5.

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:33333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

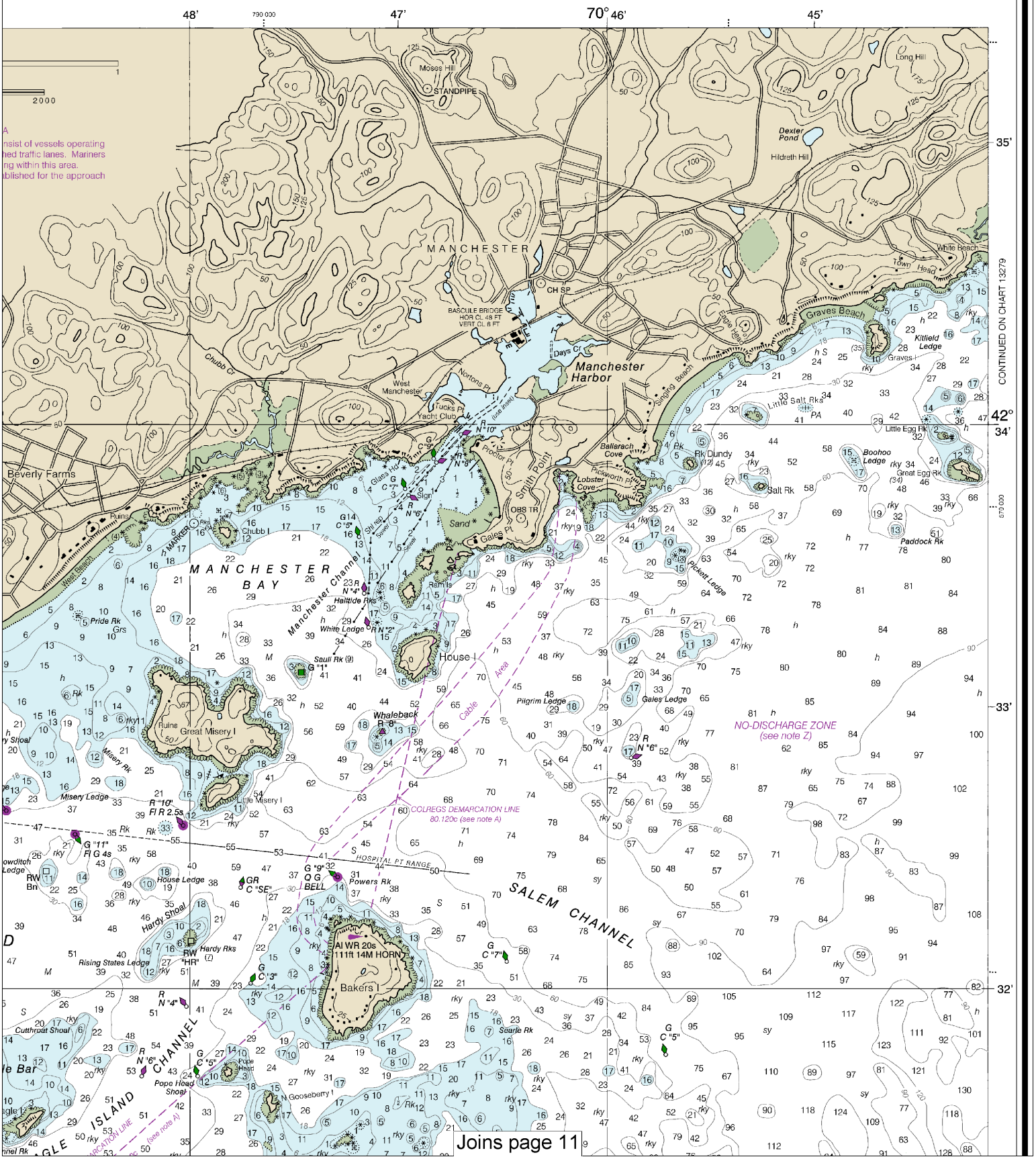
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1
½
0
1
Yards
1000
0
1000
2000

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

13275



nauticalcharts.noaa.gov

Last Correction: 6/29/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

UNITED STATES - E… Joins page 4

MASSACHUSETTS

SALEM AND LYNN HARBORS

Mercator Projection
Scale 1:25,000 at Lat. 42°29'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Salem	(42°31'N/70°53'W)	9.7	9.3	0.3
Lynn Harbor	(42°27'N/70°57'W)	9.9	9.5	0.3

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Sep 2013)

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans d… open to a full upright or vertical position, unli… vertical clearance is not available for the … charted horizontal clearance.

SOURCE DIAGR…

The outlined areas represent the limits of t… survey information that has been evaluated fo… banded in this diagram by date and type of … by the U.S. Army Corps of Engineers are pe… not shown on this diagram. Refer to Chapte…

SOURCE	
A 1990 - 2003	NOS Surveys
B1 1990 - 2001	NOS Surveys
B2 1970 - 1989	NOS Surveys
B3 1940 - 1969	NOS Surveys
B4 1900 - 1939	NOS Surveys
B5 Pre - 1900	NOS Surveys
f	US Government Surv…

PLANE COORDINATE GRID

(based on NAD 1927)

Massachusetts State Grid is indicated by dotted ticks at 10,000 foot intervals.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

ANCHORAGE AREAS

(see note A)

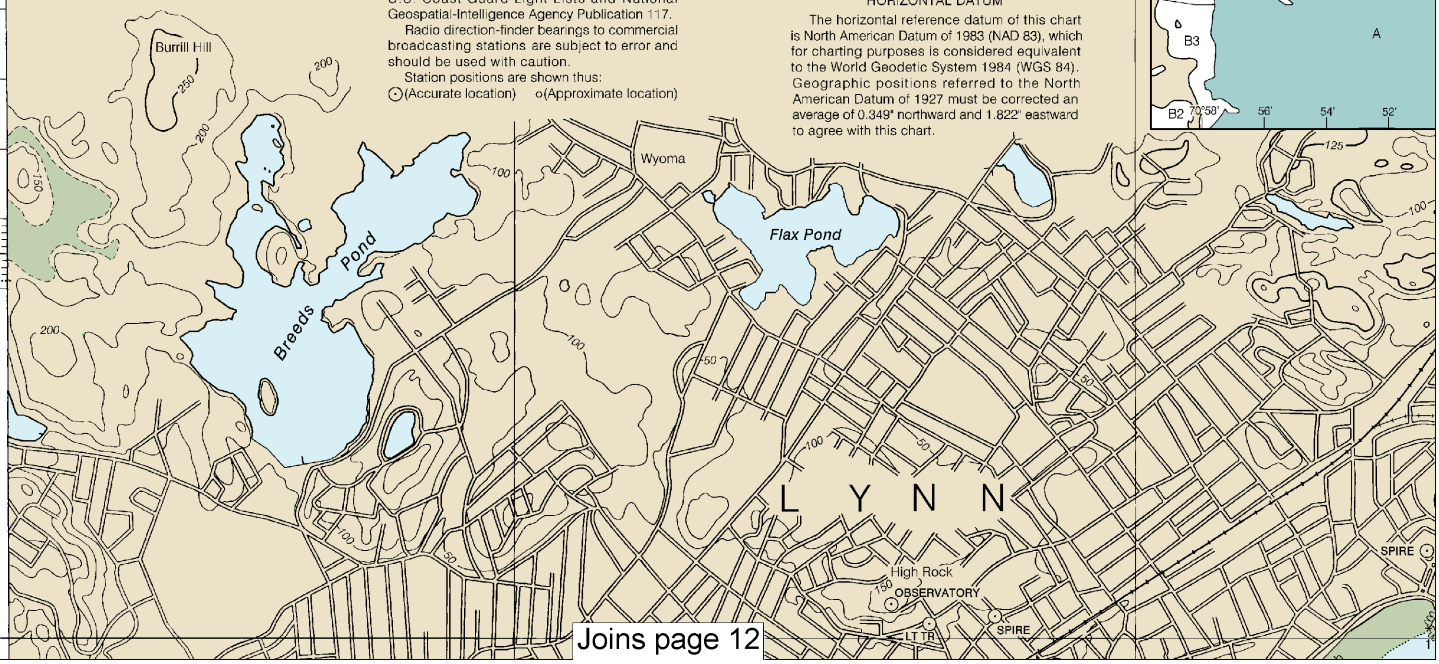
(A) SPECIAL ANCHORAGE 110.1 & 110.25

(B) SPECIAL ANCHORAGE 110.1 & 110.26

(C) SPECIAL ANCHORAGE 110.1 & 110.27

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.349" northward and 1.822" eastward to agree with this chart.



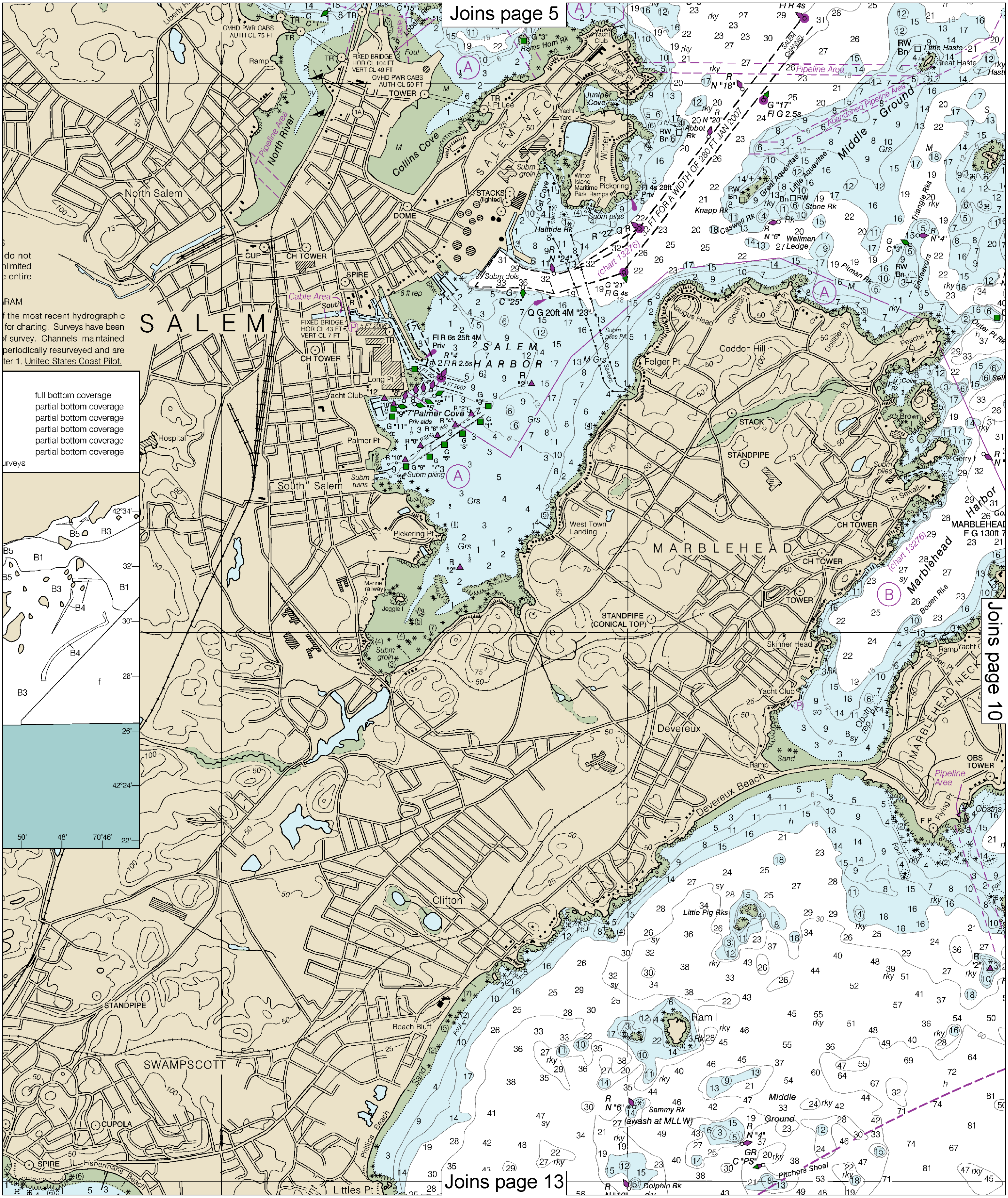
Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000


Joins page 5
Joins page 10
Joins page 13
SALEM
North Salem
South Salem
SALEM HARBOR
MARBLEHEAD
MARBLEHEAD NECK
SALEM NECK
SWAMPSCOTT
Clifton
Devereux
Devereux Beach
Collins Cove
North River
Middle Ground
Marblehead Harbor
Palmer Cove
Ram I
Little Pig Rks
Phillips Beach
Beach Bluff
Pickering Pt
Palmer Pt
Folger Pt
Coddon Hill
Naugus Head
Skinner Head
West Town Landing
Winter I
Juniper Cove
Cat Cove
Jeggle I
Pitchers Shoal
Sammy Rk
Dolphin Rk
Ft Lee
Ft Pickering
Ft Sewall
Littles Pt
Fishermans Beach
CH TOWER
STANDPIPE
SPIRE
CUPOLA
DOME
CUP
STACK
TOWER
OBS TOWER
Hospital
Yacht Club
Cable Area
Pipeline Area
Abandoned Pipeline Area
FIXED BRIDGE HOR CL 104 FT VERT CL 49 FT
FIXED BRIDGE HOR CL 43 FT VERT CL 7 FT
OVHD PWR CABS AUTH CL 75 FT
OVHD PWR CABS AUTH CL 50 FT
full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
(chart 13276)
MARBLEHEAD F G 130ft 7
Q G 20ft 4M "23"

Joins page 6

Joins page 9

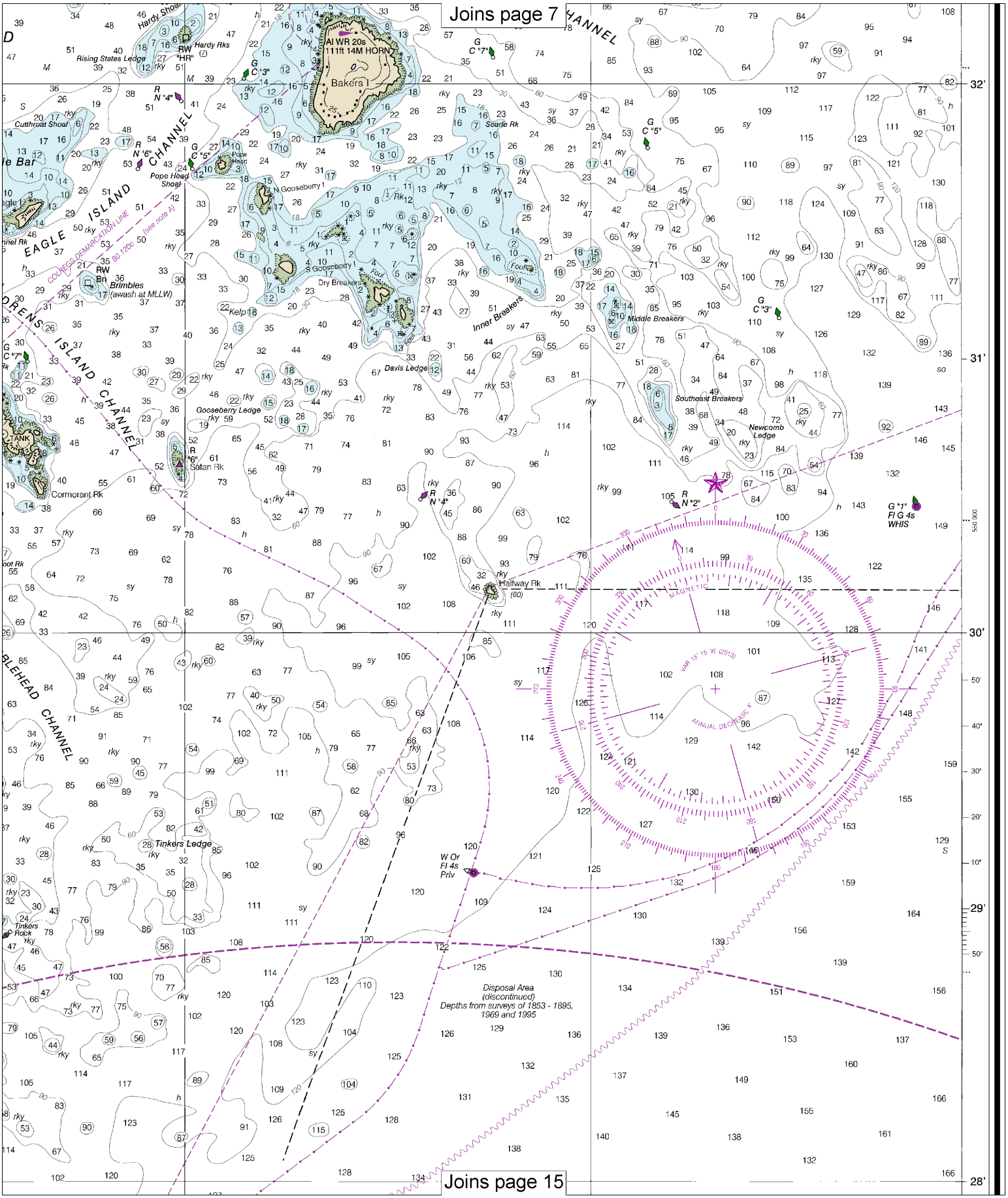
Joins page 14

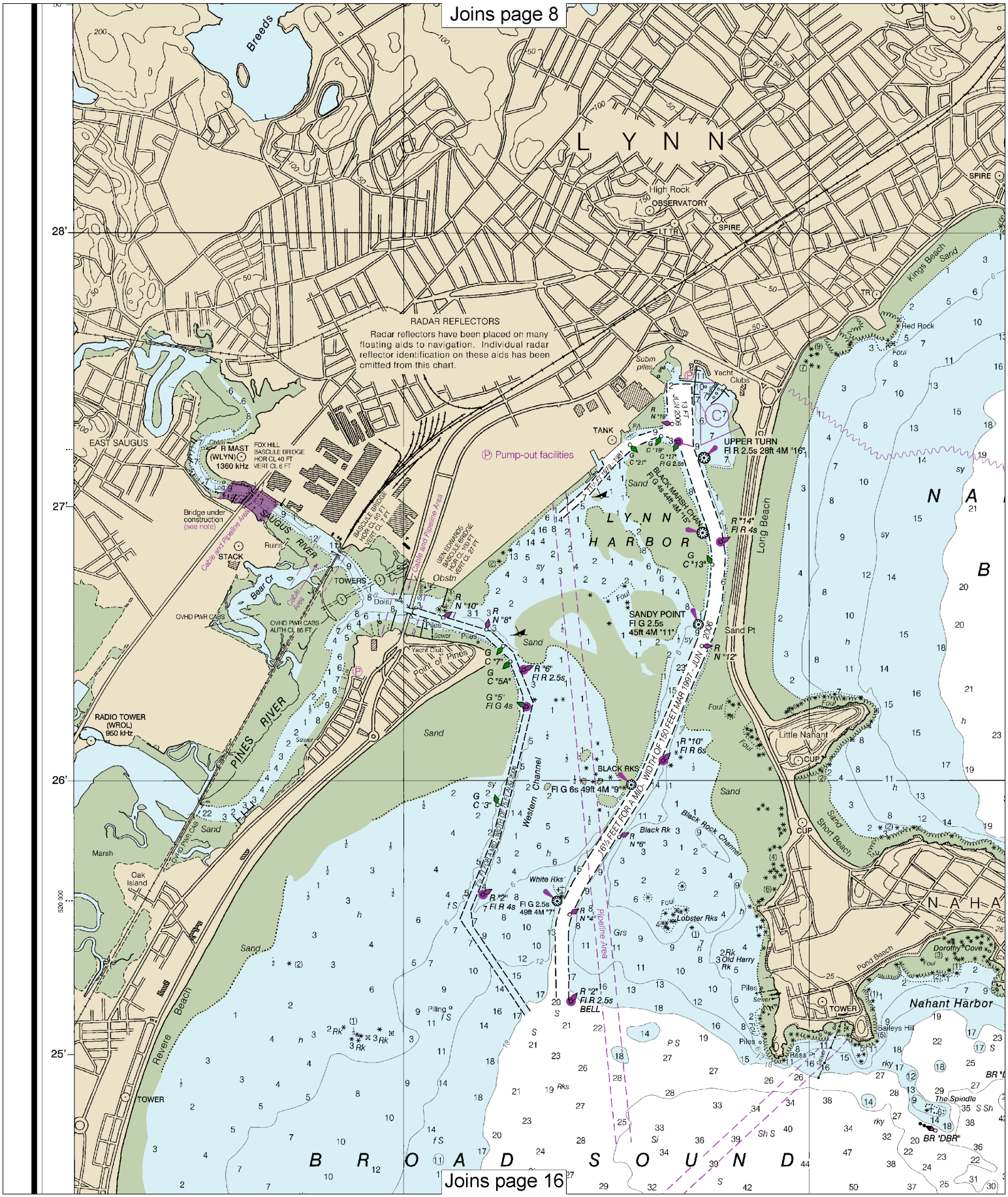
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles: 1 — ½ — 0 — 1

Yards: 1000 — 0 — 1000 — 2000


Joins page 7
Joins page 15
Al WR 20s
111ft 14M HORN
Bakers I
Hardy Shoal
Hardy Rks
Rising States Ledge
Cutthroat Shoal
Pope Head Shoal
N Gooseberry I
S Gooseberry I
Dry Breakers
Four
Searle Rk
Middle Breakers
Inner Breakers
Southeast Breakers
Newcomb Ledge
Davis Ledge
Gooseberry Ledge
Kelp
Brimbles
(awash at MLLW)
Satan Rk
Cormorant Rk
Halfway Rk
Tinkers Ledge
Tinkers Rock
W Or
Fl 4s
Priv
G "1"
Fl G 4s
WHIS
Disposal Area
(discontinued)
Depths from surveys of 1853 - 1895,
1969 and 1995
EAGLE ISLAND CHANNEL
ORENS ISLAND CHANNEL
GLEHEAD CHANNEL
COLLEGES DEMARCATION LINE
MAGNETIC
VAR 15° 15' W (2013)
ANNUAL DECREASE 4'
32'
31'
30'
29'
28'

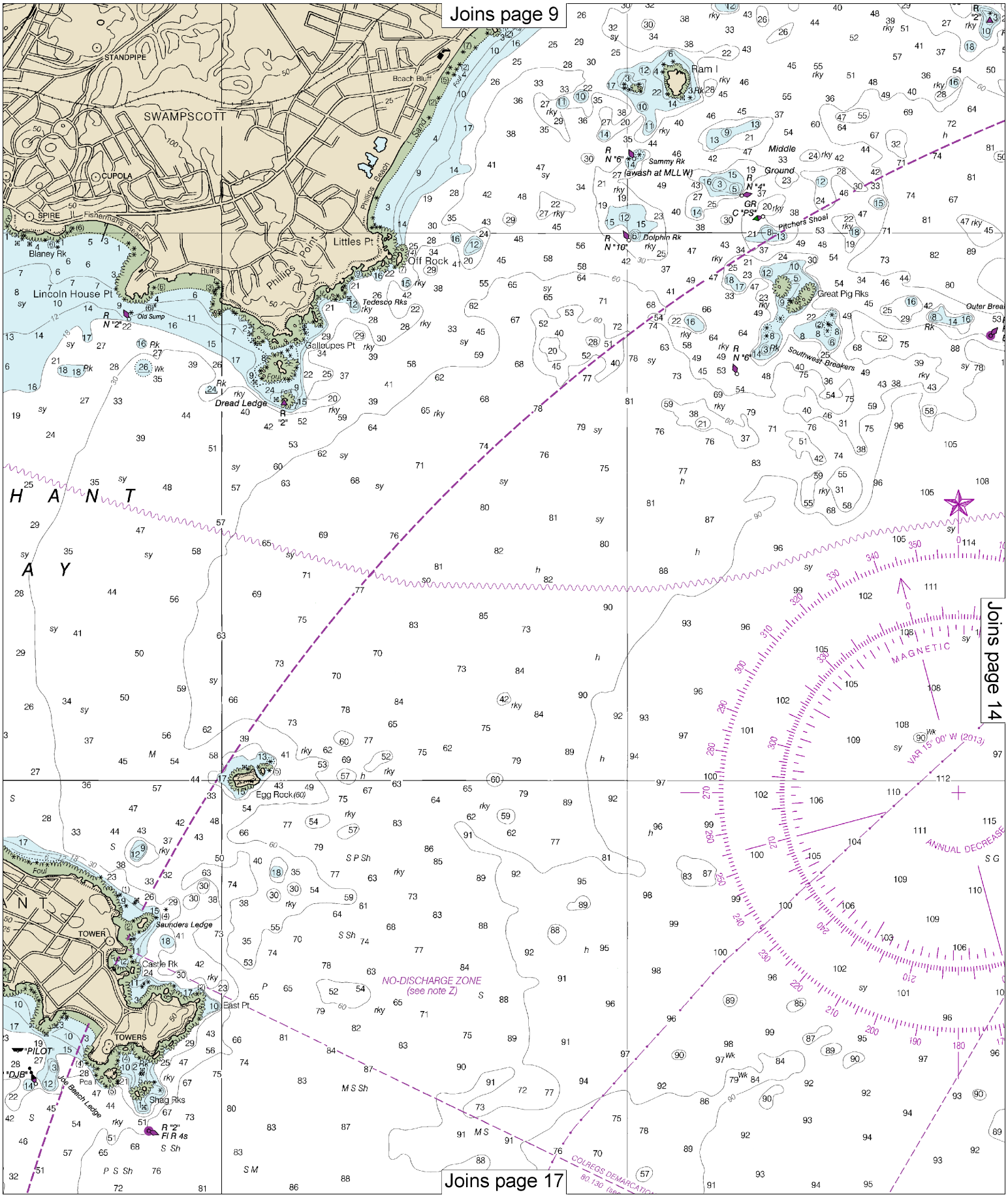


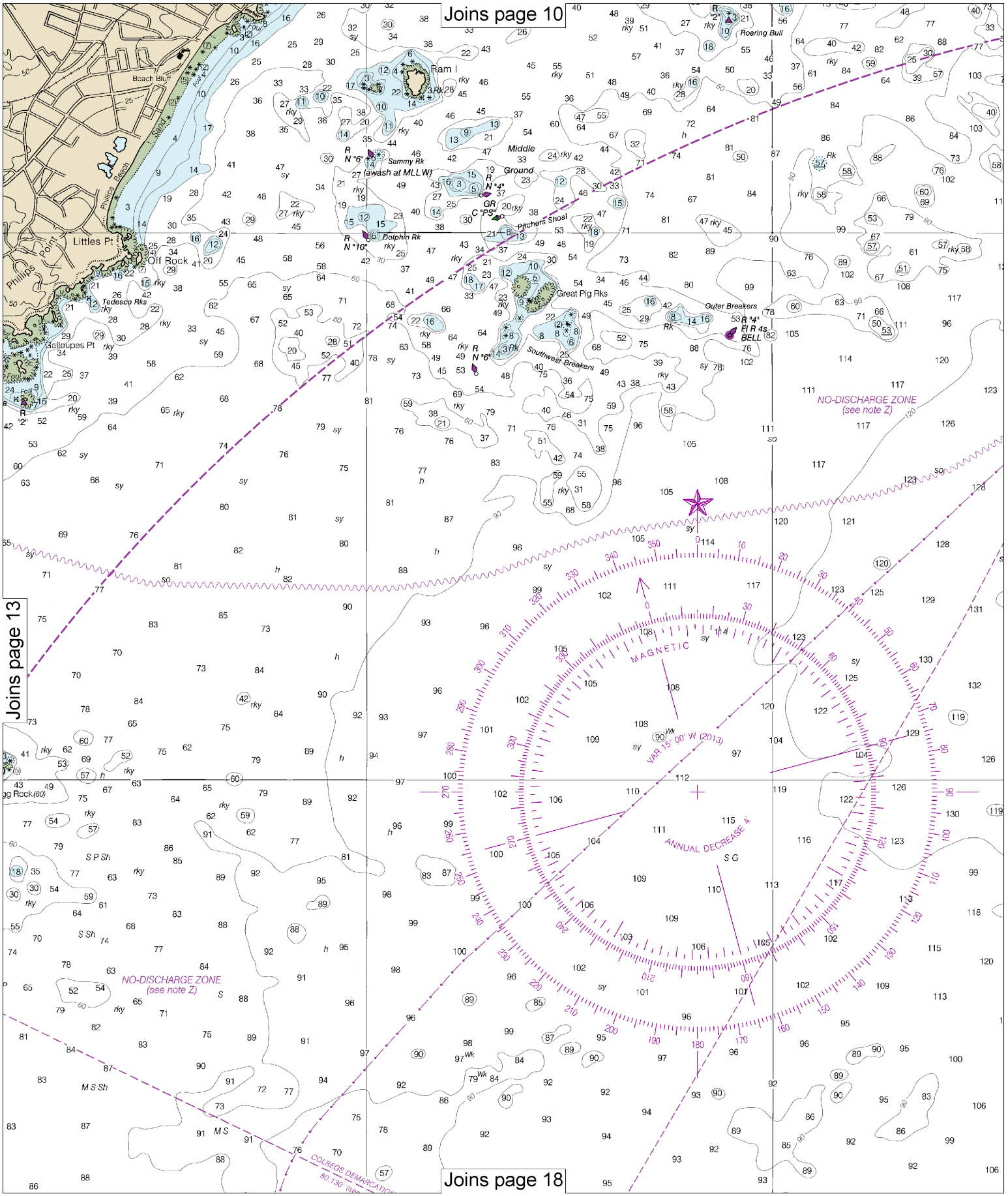
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 9
STANDPIPE
SWAMPSCOTT
CUPOLA
SPIRE
Fishermans Beach
Blaney Rk
Lincoln House Pt
Old Sump
Ruins
Phillips Point
Phillips Beach
Sand
Beach Bluff
Littles Pt
Off Rock
Tedesco Rks
Galloupes Pt
Dread Ledge
Ram I
Sammy Rk
(awash at MLLW)
Middle
Ground
Dolphin Rk
Pitchers Shoal
Great Pig Rks
Southwest Breakers
Outer Brea
H A N T
A Y
Egg Rock (60)
Saunders Ledge
TOWER
Castle Rk
East Pt
TOWERS
PILOT
DJB
Shag Rks
Foul
NO-DISCHARGE ZONE
(see note Z)
MAGNETIC
VAR 15° 00' W (2013)
ANNUAL DECREASE
COLREGS DEMARCATION
Joins page 14
Joins page 17



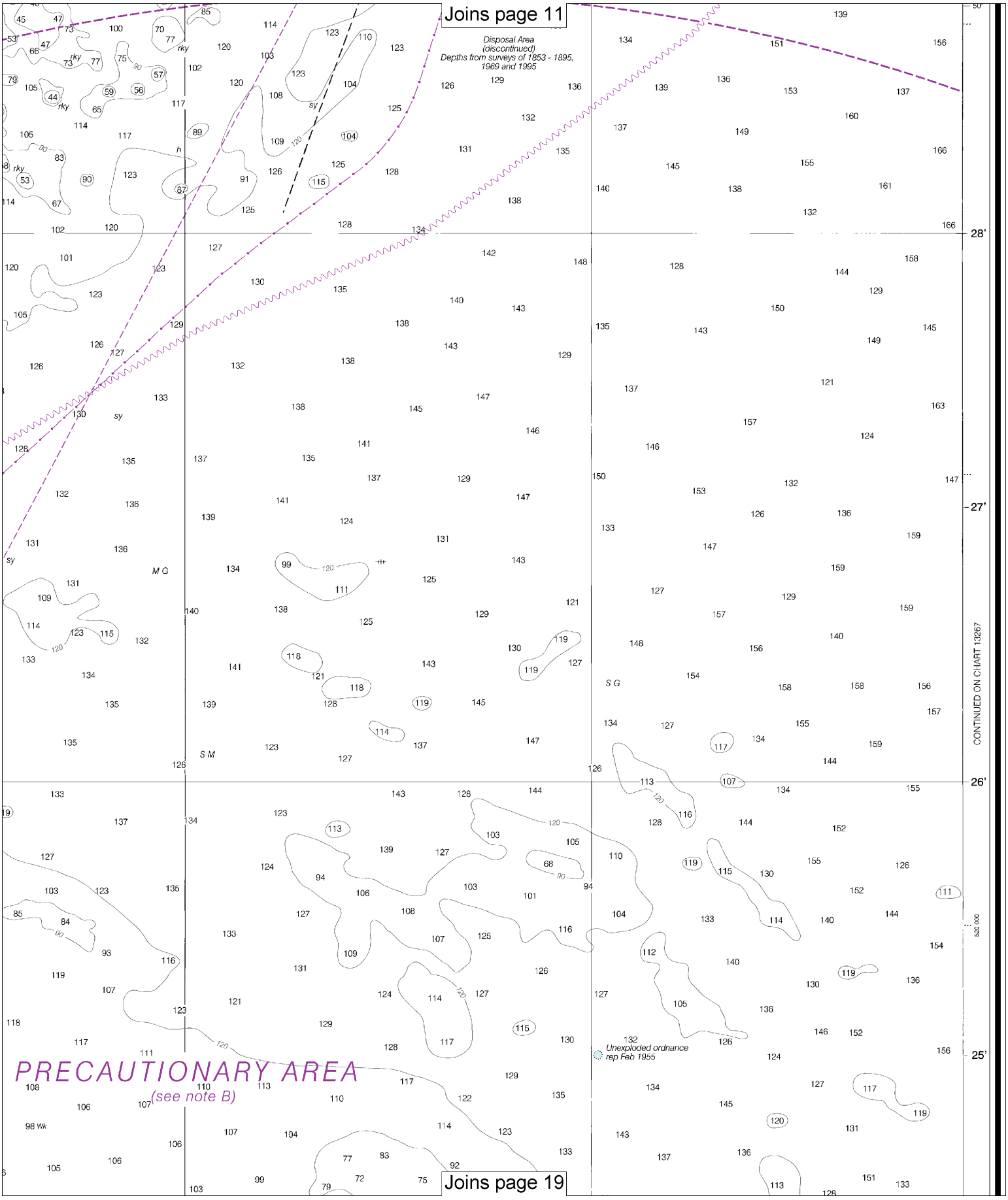
14

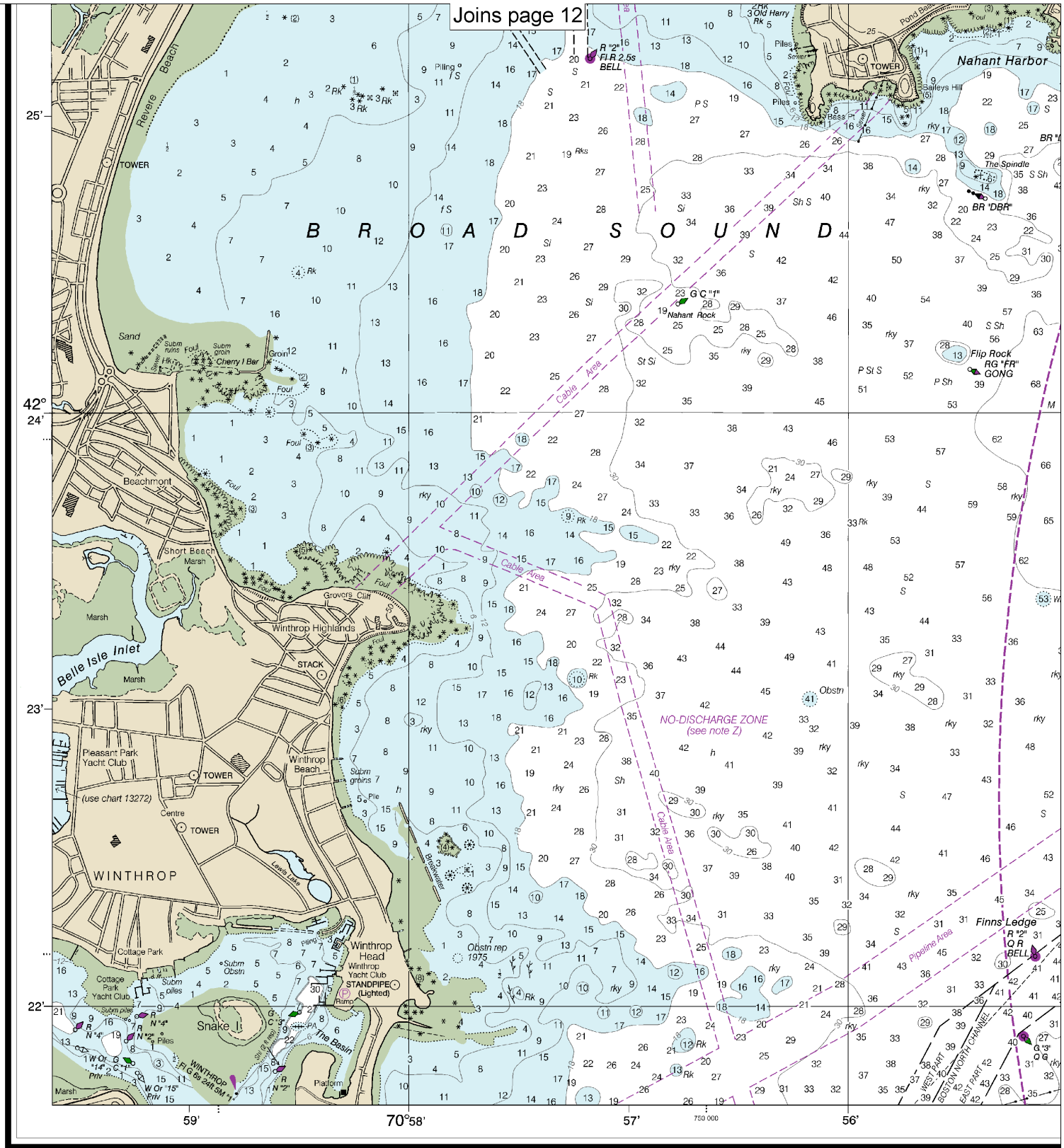
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 11
Disposal Area
(discontinued)
Depths from surveys of 1853 - 1895,
1969 and 1995
28'
27'
26'
25'
CONTINUED ON CHART 13267
PRECAUTIONARY AREA
(see note B)
Unexploded ordnance
rep Feb 1955
Joins page 19



32nd Ed., Nov. /13

13275

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SCALE 1:

Nautical

1 ½ 0

Yard

1000 0

Last Correction: 6/29/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~

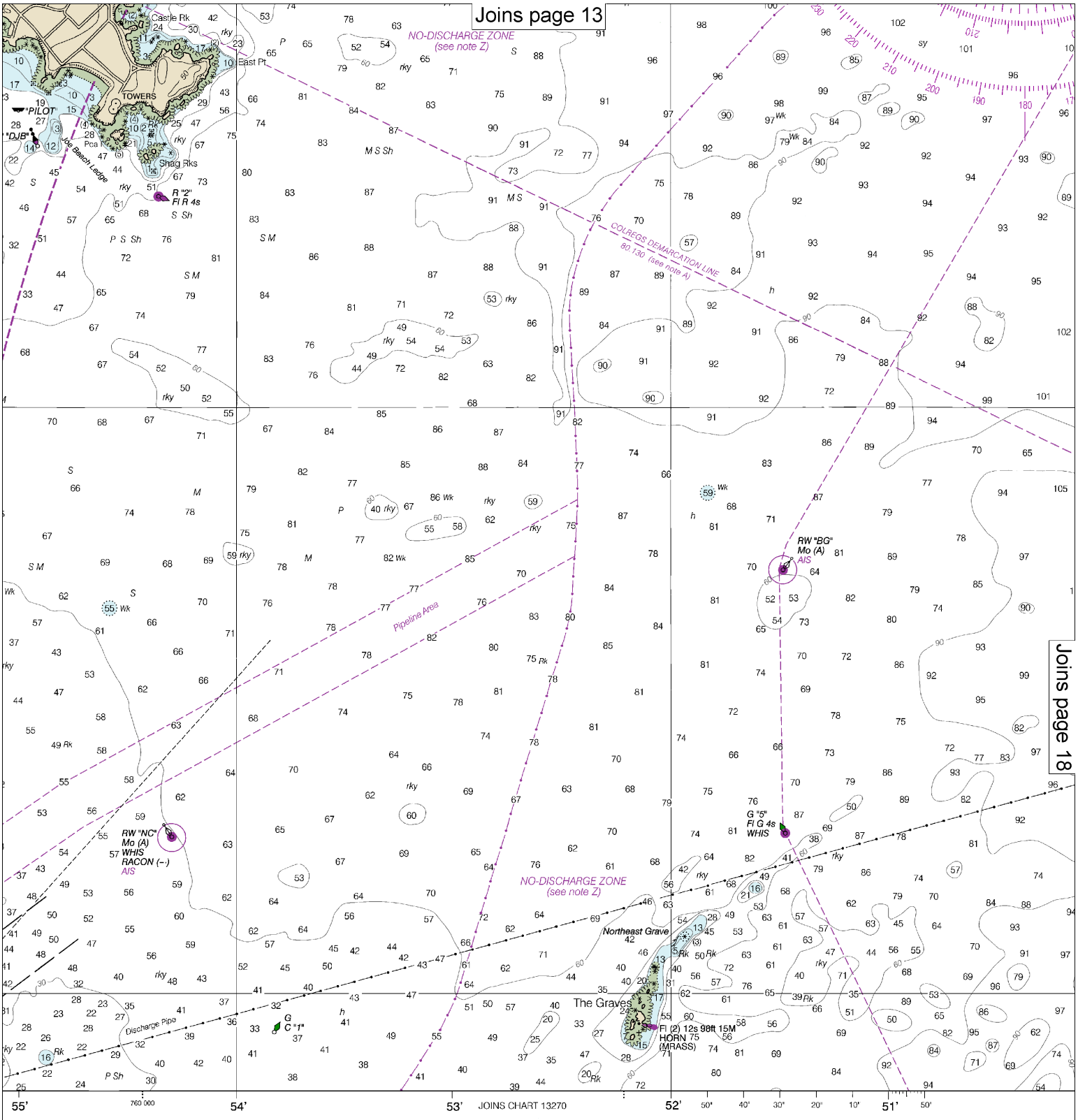
Nautical Miles

1 ½ 0 1

Yards

1000 0 1000 2000

See Note on page 5.



1:25,000

Miles

1

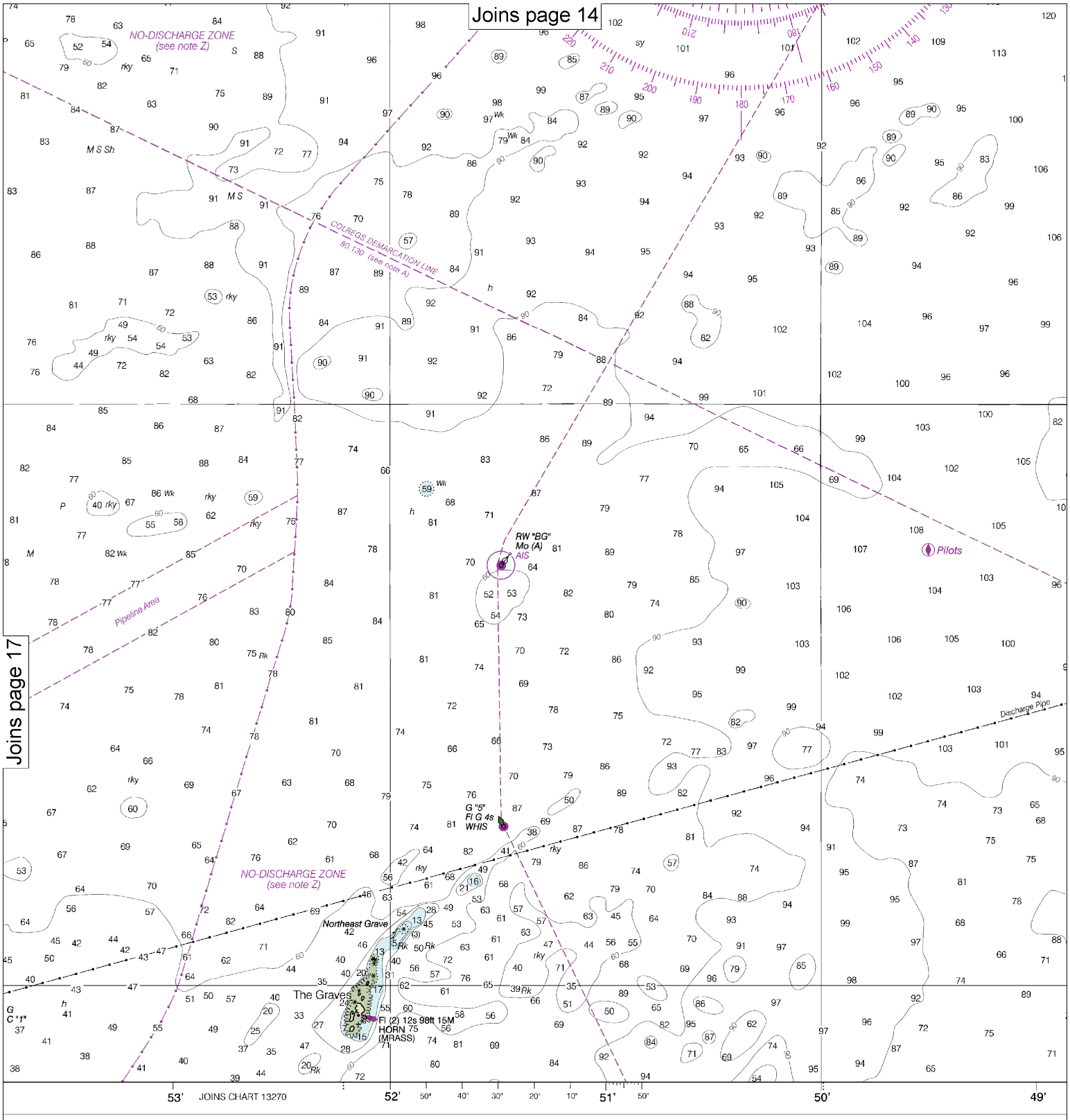
ds

1000

2000

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUN



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

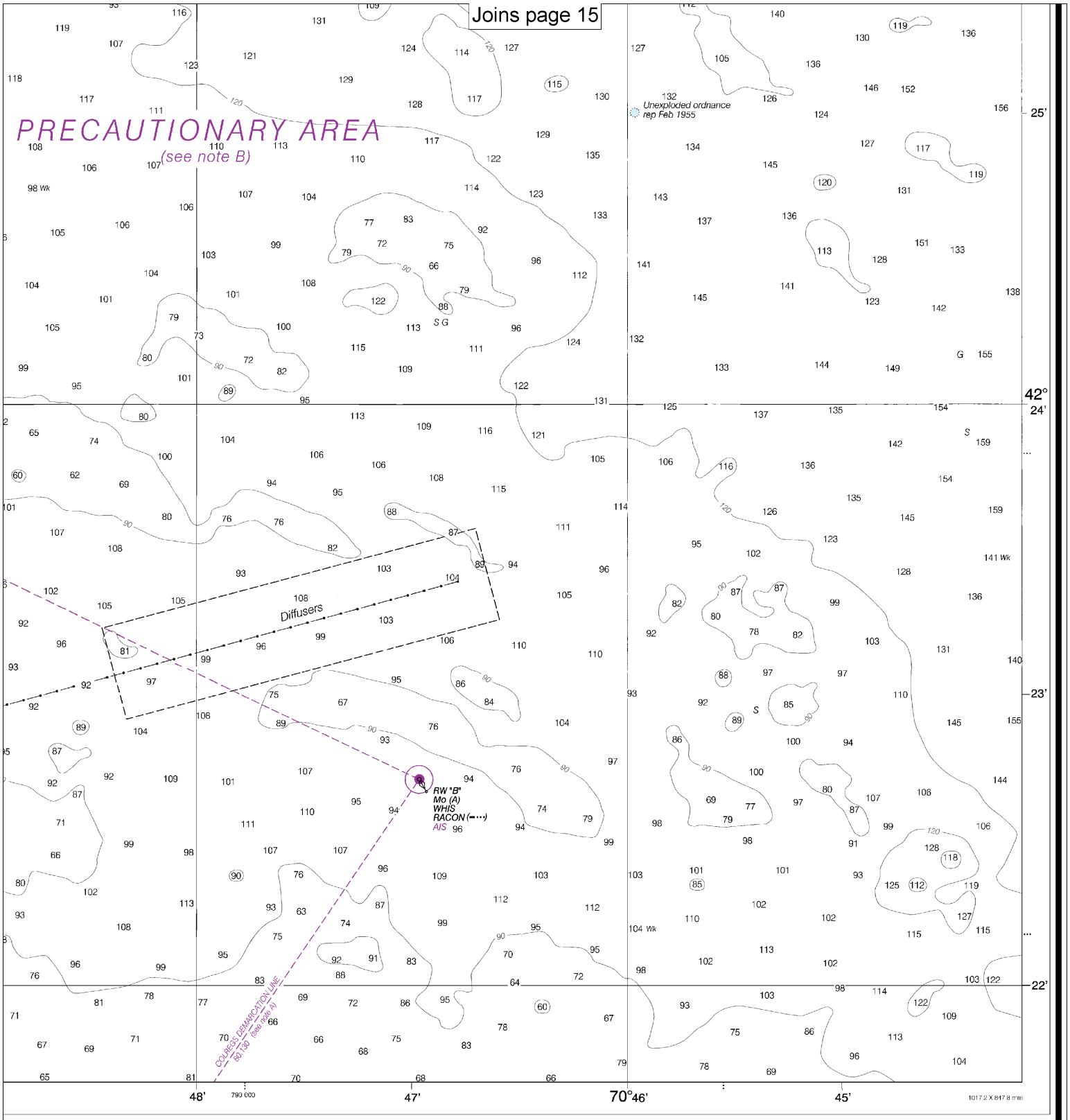
SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Salem and Lynn Harbors

SOUNDINGS IN FEET - SCALE 1:25,000

13275

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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